



VICTORIAN HISTORIC RACING REGISTER

ABN 97 521 303 894

Incorporated in Victoria

Association Number A 0007117 C

CLUB PATRON: Sir Jack Brabham OBE AO

PO Box 3485 MELBOURNE VIC 3001 Website: www.vhrr.com Reg. No. 57/001
VHRR CLUB ROOMS 30-32 LEXTON RD BOX HILL

NEWSLETTER - May 2011

We meet Bi-Monthly - on the Fourth Tuesday of the Month 8pm
at the VHRR Club rooms 30-32 Lexton Rd Box Hill.

COMING EVENTS

May	1st	VHRR Historic Rob Roy (CCE)	0413 744 337
May	3rd - Note date	VHRR MGM	03 9877 2317
May	22nd	Multi Club Haunted Hills.....	0413 744 337
May	27th-29th	Historic Winton (Austin 7 Club)	03 5428 2689
June	5th	One Tree Hill Ararat	
June	28th	VHRR MGM Guest Speaker Ron Tauranac	
July	10th	Interclub Challenge 2 Rob Roy	03 9722 9000
August	12th-14th	Winton Festival of Speed (CCE).....	0412 351 403
August	21st	VSCC Vintage HC Rob Roy.....	03 9758 2643
August	23rd	AGM & Committee Elections	
August	27th-28th	Leyburn Sprints	0428 959 101
September	18th	VHRR Track Day Haunted Hills	0413 744 337
September	20th	Social Night at the Clubrooms	03 5962 2331
October	2nd	Interclub Challenge 3 Rob Roy	03 9722 9000
October	22nd-23rd	AHCC Haunted Hills.....	03 5174 1473
November	4th-6th	Historic Sandown (CCE)	0402 224 133
November	27th	Historic & Classic HC Rob Roy	03 9722 9000
December	3rd	Xmas Presentation & Awards.....	03 9877 2758

Wednesday Lunch Group - every Wednesday except Christmas Holidays.

CLUB LIBRARY HOURS Wednesdays 11.30 - 2.00 Club Nights 6.30 - 7.30

Club Permit Scheme Lloyd Shaw0415 351 164

(Red Plate) 21 Myers Ave Glen Waverley 3150 ***Note new address**

*CCE = Club Championship Event

All the above club activities including the Wednesday Lunch are designated Red Plate activities

Disclaimer: The views and opinions expressed within this newsletter are not necessarily those of the VHRR Inc. or its Committee and/or its Newsletter Editor. Whilst all care has been taken, neither the club or its officers accept responsibility for the accuracy of information printed and the quality of any items or services advertised or mentioned in this publication. Incorporated association Number A 0007117C. The Editor reserves the right to edit contributions submitted for publication.



The VHRR gratefully acknowledges the support of our major sponsors

IMPORTANT NOTICES

Save the date

Possibly the greatest designer of single seaters ever, Ron Tauranac will be our guest speaker at the clubrooms on June 28th. Ron was the designer of the Brabham and Ralt marques, and his visit coincides with the re-release of his previously sold out book Brabham Ralt Honda, with signed copies available on the night. Ron will be interviewed by the talented ex-TV presenter Brian Smith, who will lead Ron through his 40 + year career in professional motorsport. Seats will fill quickly so be early as this is an open event, all guests are welcome.

Members wanting 45 day only Red Plate Permits must request them from VicRoads - Ph: 9854 2432 prior to attempting renewal. Altering the 90 day notice is not acceptable by VicRoads. Also, you must send a stamped, addressed envelope whenever requesting permit approvals, or renewal applications. Lloyd Shaw

A CAMS bronze steward training course will take place on Saturday 14th May in Bendigo. The module, which will be held over the course of the Saturday, offers a brilliant opportunity for CAMS members to broaden their knowledge on motor sport officiating. The day will involve highly interactive presentations and lively discussion based learning, all organised by friendly and experienced Victorian stewards. If you or members of your car club are current general official licence holders or other bronze licensed officials sign up for this course and take the next step in the officiating pathway!

Places for the module are strictly limited so get in fast if you wish to attend! More info - (such as exact location and start/finish times) or if you would like to register your attendance please contact me.

Many thanks Lewis White CAMS 61 3 9593 7751 Lewis.White@cams.com.au

Phillip Island Classic 2011 M & O Report

42 Cars arrived at the Island for competition, sadly, not many sports cars. MS 4 cars, OS 5 cars including Andy Newall [UK] on his 6th visit in his Chevron. MR 16 cars including FJs OR 13 cars and 4 invited cars. The Island weather was perfect save a scare at 8am Sunday when we were hit with a short heavy shower. The 2 Jims, McConville and Foulis had problems and did not race.

RACE 1 - 40 cars started the 5 laps and 37 finished. Keith Simpson followed by Laurie Bennett, Richard Carter all OR cars took out the placings, great lap times in the low 1.40s. First sports car was Andy Newall in his OS Chevron, 5th place. 6th place was Bert Skidmore first MR the Gurney Eagle. The first MS was Rod Anderson in his Stirling in 11th place. The first FJ was Don Thallon in 18th place. Paul Orr in his Austin Special jumped the start and went from 14th to 27th with a 60 second penalty. The first invited was Hugh Gartley in his Mk4 Cheetah, 9th place.

RACE 2 - 38 cars started the 6 laps and 36 finished. Again the OR cars filled the placings, Ray Stubber followed by Richard Carter and Laurie Bennett. Andy Newall was 5th again.

Chris Wilson 10th place in his GT40 first MS. First invited car again was Hugh Gartley 9th place in his Mk4 Cheetah. The first OR car in 24th place was Adam Berryman in his Cooper Climax. First FJ. Don Thallon 15th place.

RACE 3 - 37 cars started the 6 laps with 32 finishing. The first lap saw an incident towards the back of the field at corner 1 which brought out the safety car for 2 laps, racing recommencing on 3rd lap. The 5 car length rule from my [Rod] top 15 positions seemed to be adhered to. Once again the OR cars dominated with the same placings as race 2. Richard Carter should be congratulated for the fastest time for the weekend 1.39.5. Andy Newall 5th place was his again first, OS. First MS again was Chris Wilson 10th place in the GT40. In 9th place was the first invited car, John Rundell in his E Type Jag. In 12th place was Bert Skidmore in the Gurney Eagle, MR. First FJ Don Thallon 14th place, moving up the grid with each race.

RACE 4 - 25 cars started and 22 finished the reduced race length from 6 to 4 laps.

This was due to the Gurney Eagle engine blowing up off the start leaving oil all the way to the inside of the circuit at corner 1. My car the Stirling was behind the Gurney Eagle and copped the lot. Fortunately the safety car brought the field into pit lane and after the clean up cars were regridged for the 4 lap race. I was fortunate to have my visor cleaned by a stranger. At the restart the sawdust off the track was like a dust storm. The placings again – OR Ray Stubber, Laurie Bennett and Richard Carter. Andy Newall moved up a place 4th in his OS Chevron. In 7th place was the first invited car, John Rundell's E Type and in 10th place first MS Rod Anderson's Stirling. No MR cars started and in a clean sweep Don Thallon was again the first FJ in 12th place.

I can report, with the consent of the competitor, the group M sports car using a new imported set of the old English Dunlops, which he was assured were 'fresh' failed to be competitive. Some 6 or more seconds slower than Avons and on one occasion had him spear off the track for no apparent reason other than lack of grip.

My research of this tyre issue indicates that few understand the major difference between the Old English Dunlop construction and modern race tyre construction. That is, modern tyres are moulded, with a concave tread and when inflated, have a flat tread whereas the old English Dunlop are moulded with a flat tread and when inflated crown. Clearly not as safe as a modern constructed tyre .

Rod Anderson VHRR groups M&O rep. rodca@gmail.com 0419311914.

The Social Night.

A happy lot of members and wives attended the VHRR social night on the 12th of April at the club rooms to socialize and to hear our guest speaker VHRR club member Gordon Hellsten, give a very interesting slide show, and talk about his adventure's in the Antarctic, leading the Caterpillar tractor team on three different expositions over the years. Ron Simmonds gave a token of thanks to Gordon in the form of a warming bottle of wine. For the raffle, thanks was also given to Penrite ,Wurths, Cope-Williams wines and a special mention to Bob Watson for supplying three copies of his book, Phillip Island to Fangio, thanks Bob. The next social night will be held in September, the date to be fixed, watch your newsletters for more info.

Ron Simmonds

The Boat Trip.

On a sunny Sunday morning, 17th April, 30 VHRR members and friends met on the esplanade by the Yarra river just below Princes Bridge to board a quaint little ferry for a cruise up and down a very busy Yarra river, with the captain tooting the whistle to clear the way through the many other pleasure craft plying the river, quite a site to see. After the cruise we all disembarked for a short stroll to the Crown complex and the well known Mesh Restaurant for a wonderful buffet lunch. Thanks go to Ron and Lorraine Townley for arranging this terrific day out, well done.

Ron Simmonds

Mallala Easter anniversary event

Arrived at the track on Friday, as soon as I went to unload the car the heavens opened – turned out to be a good thing as by mid-afternoon the rain had passed, and stayed away for the remainder of the weekend.

Many Victorians made the journey; Pete French took a 1st & 2nd and yours truly took an equal 1st & 3rd in Regularity events, Norm Falkner won the Sunday morning handicap K & L race (no Grp J cars), Shane Bowden, Terry White & John Evans also did well in these races, whilst Adrian Brooks' weekend finished a little early when he broke a diff. Likewise for Kim Shearn in the M & O races who left early with engine problems leaving Peter Strauss the main FJ contender for the weekend. The BT6 went well, and so did the BT31 Repco Strauss has recently acquired, but a failed fuel pump in qualifying seemed to have opened up a can of worms as the car then struggled once up to temperature. The Larner men have the joy of pondering on the journey home.

Hard luck award must go to Bill Hemming who lost a significant amount of oil on the track and through the pits in the 400 – back to the drawing board for Bill too.

Away from the racing the atmosphere at the event is friendly and relaxed, about 158 entries in total made for plenty of track time and value for money. Saturday night after the BBQ about 30 people were invited into the car collection of Clem Smith, which is housed at the circuit – a real eye opener, many American cars, particularly Hudson, plus the necessary English car – Austin-Healey 3000 and Jaguar XK150. A rock memorial was also unveiled on Saturday evening in honour of the Late Kevin Shearer. The plaque features a bronze sketch of the famous Ford, which Kevin so vigorously campaigned since the 1970s.

Monday morning – brilliant sunshine, sees a small entry list of about 40 at the Collingrove Hillclimb.

Charles Rogers

My Two Days with Sir Jack - Saturday - By Graeme Ankers

It was without hesitation that I accepted the privilege of being Sir Jack and Lady Brabham's personal guide on Saturday and Sunday at the Melbourne QANTAS Grand Prix.

On Friday afternoon I was taken to the Grand Prix Corporation Offices and fitted with a red and grey shirt and matching jacket which I was told I could keep, as well as gate passes of various shapes and colours, including an unrestricted pass which gave me access to all areas.

On Saturday, Sir Jack and Lady Brabham arrived and were placed in my care for the day. We did have an itinerary, but this could be overruled if either one of the V.I.P. couple so desired. Our first stop was a media engagement in one of the Corporation's lounges, which was attended by both Sir Jack and his wife. This was followed by a videotaped one-on-one chat between Sir Jack and Alan Jones in the QANTAS Lounge. Both of these interviews were quite extensive, and by this time I was watching the clock. I gave Lady Brabham an anxious look, and she asked Sir Jack to wind it up.

Next stop: the long walk to the service elevator that took us to the dining room. On stepping out we were swamped by fans and autograph-hunters. Sir Jack would have signed them all day if we had let him – he doesn't like to disappoint – but I had to interrupt as we were overdue for lunch. Half-way through lunch, Geoff called and asked us down to the Red Bull pits. Lady Brabham was in deep conversation with Tony and Diana Gaze, so he and I left together with a caution from Lady Brabham: "Don't use the stairs, Jack." Once outside, he said: "It's too far back to the elevator; let's use the stairs." "My job's on the line!" I exclaimed. "I'll cover for you," he replied with a smile, so we used the stairs.

Upon entering the final security gate (and there are plenty of them), we were greeted by Mark Webber, looking extremely fit and fresh. He then introduced us to Sebastian Vettel, who looked so young - those whiskers look more like fluff! Everybody queued to have their photo taken with Sir Jack, including Michael Schumacher, who was immaculately presented, and Felipe Massa, who seemed very serious. More autographs followed as we left the pits, and then we headed back up to the dining room. Upon entering, Sir Jack boasted that he had taken the stairs. I froze, and Lady Brabham replied: "Don't worry, Graeme, when he wants to do something, he does it." I thought, yes: '59, '60 and '66!

Some other friends arrived at their table, and we were on schedule, so I said I would be back in half an hour. I returned to Pit Lane where I met an Austrian Supervisor from the Red Bull team. He explained to me that he travels for the entire season. He showed me tyres, engines and thousands of Euros worth of parts, as well as 30 mechanics and 40 other personnel. – And they reckon horse racing is the sport of kings! This gentleman bought me my second lunch for the day, at the Red Bull team's own restaurant, politely informed me that my German was lousy, we exchanged names and addresses and parted.

It was then back to work. I returned to the restaurant, where Lady Brabham informed me that Sir Jack and Tony Gaze were discussing their medication, and instructed me to pull him away if I could. We were now due at the Autograph Stand in front of the V8's. A short drive in the golf buggy and we were right on time. There was a huge crowd waiting with T-shirts, caps and posters to be signed. One chap had even brought his car bonnet, which was duly autographed! Fortunately Lady Brabham came with us and sat at the desk with some pre-signed posters. This helped reduce the waiting time, but as before, some fans were always going to miss out.

Our next and last stop was the Historic Paddock, where I usually work. Naturally I was keen to tell my friends of my excitement at meeting the past and present champions of Formula One, along with numerous dignitaries and celebrities. The V.I.P. couple and I arrived in the buggy to cheers from the crowd and the loud but dulcet tones of Don Kinsey on the mike. Don warmly welcomed Sir Jack and reminded fans of his magnificent driving achievements. Once again, trying to leave was awkward, as Sir Jack will sign autographs forever! I took he and Lady Brabham back to the QANTAS Lounge, where a car was waiting to take a very tired Sir Jack back to his hotel. And we still had Sunday to go...

Email Newsletters - sometimes I have email addresses that bounce so if you aren't getting them, please let me and the Membership Secretary know - grant@thecampbells.net.au or mikebyrne@netspace.net.au

Classifieds

Formula Ford Lola T440 1977 Class Fa. \$30,000 Fresh Larner engine, fantastic car handles well and extremely well presented. some spare parts and ratios. Also available is a fully enclosed trailer for sale. Contact John 0418 568 974

Porsche 1978 911 (Updated as RSR Clone)

Superb easy car to drive with immaculate blue duco. Fully rally/race prepared with 3.6 L motor, Autronic Engine Mgt, Carbon clutch, coil over shocks, seam welded, full cage, Strut braced, Custom Alloy tank with dry break refill system, 928 brakes. A great car and would enjoy a new owner who would exercise it more than I have over the last couple of years (Not at all!) Since the Lotus bug has bitten, I haven't driven it in any event. Besides, four of us are soon going to the UK and Europe to compete in our FJ's, so it won't be used again this year in any event. Reduced price of \$67,500 - Kim - 0418 335 385
